

CENTRAL INTELLIGENCE AGENCY
CONFIDENTIAL
INFORMATION REPORT

REPORT

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50X1-HUM

COUNTRY Hungary

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SUBJECT Railroad Lines from Hungary to Russia

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1. There are two lines from Hungary to Russia; these lines are connected and can be used as a circuit.
 - a. Csap - Zahony - Nyiregyhaza - Szolnok - Budapest
 - b. Csap - Biel - Kirdalyhelme - Satoraljaiuhely - Miskolc - Hatvan - Budapest.
(The line actually terminates at Satoraljaiuhely in Hungarian territory.)

These two lines are under permanent Russian supervision.

2. In 1946, a Russian commission enumerated Russian needs in connection with these lines, and the Hungarian Ministry of Railroads had to comply with their demands without any financial or material aid.
3. Russia intended to build a station at Kirdalyhelme (between Satoraljaiuhely and Csap) a transshipping point, which was to be similar to the station at Zahony. However, this plan was abandoned because of unfavorable geological conditions. Kirdalyhelme is in the area inundated by the Tisza. Therefore the freight-transshipping station for normal gauge and broad gauge was built near the village of Biel.
4. The railroad from Csap to Salamonova is built on an embankment. The first bridge is near Bodrogszeg.
5. From Satoraljaiuhely to Sarospatak, the railroad is at ground level; at a few places it is on a slight embankment. This section has dry culverts, as the land is occasionally flooded.

The following bridges exist:

Section	Dry courses	Streams
Dogrofkerezstur - Szerenes	1	
Tiszaluc - Felsözsolca	1	

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<u>Section</u>	<u>Dist. courses</u>	<u>Streams</u>
Felsőszolca - Miskolc		1
Miskolc - Mezőkövesd	7	8
Mezőkövesd - Szihalom		2
Püzesabony - Adacs		1
Adacs - Kál	8	5
Varosgyőr - Adacs	1	3
Varosgyőr - Hatvan	1	3
City of Hatvan		3
Aszód - Gödöllő	1	
Gödöllő - Mogyoród	1	
Budapest - Szihalom		1

6. The bridges from Sátoraljaújhely over the Bodrog, and from Miskolc over the Hernád and the Sajó are over fifty meters long; all the other bridges are less than fifty meters.
7. The only stations damaged by bombing were Felsőszolca and Hatvan, no others were hit despite several raids. All repairs were completed by 1948. No new platforms, stations, or repair shops have been built.
8. The capacity of the stations has been greatly increased by lengthening the platforms in all the stations. Since 1945, there have been 48 trains daily in each direction, but only under the following conditions:
 - a. use of loading and unloading ramps at intervals of a minimum of 100 kilometers (sic) on the section from Csar to Királyháza (sic).
 - b. use of auxiliary loading or unloading ramps for at least 30%
 - c. the use of the circuit Zahony - Nyíregyháza - Szerencs - Miskolc for returning empty cars.
9. On the section Csar - Királyháza, the only stations equipped with "pontons" (sic) and parallel ramps are those at Batva (sic), Mezőszarony (sic), Tiszalök, Nagyecöllos, and Királyháza.
10. The section from Budapest to Sátoraljaújhely on this line is under the control of the Russians and they have installations in all the important stations. Type 424 locomotives are used on the section Budapest - Miskolc; these engines can attain a speed of 90 kilometers per hour, and can haul freight trains of 2,000 tons.

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